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THE GREAT
RAILWAY ENTERPRISE,

FROM

“WHITEHAVEN” HARBOR,

ON THE

EASTERN COAST OF NOVA SCOTIA, TO THE HEAD OF THE BAY OF FUNDY;

OR

A PLAN TO SHORTEN THE PASSAGE

BETWEEN

EUROPE AND AMERICA,

AND ALSO TO GIVE

A CONTINUOUS LAND ROUTE

THROUGH

NOVA SCOTIA, NEW BRUNSWICK, AND ALL THE UNITED STATES, WITH
THE CANADAS ALSO INCLUDED.

BOSTON:

J. E. FARWELL AND COMPANY, PRINTERS
37 CONGRESS STREET,
1865.



THE GREAT

BALTIMORE & ANNE ARBOR RAILWAY

AND THE BALTIMORE & POTOMAC RAILROAD

AND THE BALTIMORE & PIVOT RAILROAD



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P L A N .

THE great desire of the present age is to progress in everything that may tend to advance the general good. And for this purpose, the *quickest*, the *shortest*, and *least expensive* mode of communication between the peoples of Europe and America should be everywhere laid hold of and encouraged.

Now, the object of the great work herein proposed, is to bring about that great and magnificent end before us ; and the writer of this brief pamphlet on the subject wishes to draw the attention of the leading capitalists of Europe, and especially of America, to the consideration of the two *nearest points* to each other on both continents, so as to enlist and interest them in the working out of this so much needed desideratum of our age.

With a view to the accomplishment of this vast work, herein to be set forth, the British government, in 1846, sent out to Nova Scotia the late famous Admiral Owen, with orders to survey the harbors of Halifax and Whitehaven, the two greatest seaports upon the coast there ; and to report to them afterwards on their respective capabilities as steamship harbors, &c., so that a decision might be arrived at as to which of them should be selected as the “ terminus ” of the *then* intended Intercolonial Railway.

The Report of Admiral Owen, is as follows : —

“ The nearest *accessible* harbor to Cape Canso, at the Eastern

land's end of Nova Scotia, is *Whitchaven*, in lat. 45 deg., 10 min. N., long. 61 deg. 10 min. W., and is a most splendid and commodious port, at the nearest *available* point of North America to Ireland, its natural facilities *greatly exceeding those of Halifax*, or any other point upon the coast."

Major Robinson and Captain Henderson, British engineers, also, by order of their government, made subsequent surveys of both these harbors again, and of the lines of railway from both to the head of the Bay of Fundy; and their Report too is still before the world, corroborating the previous one of the late Admiral Owen.

Their Report runs thus:—

"The great obstacle in the Railway line from Halifax to the head of the Bay of Fundy is the range of the Cobequid Mountains, which extend all along the North Shore of the Bay of Minas, and very nearly across, but not quite, to the shore at the Straits of Northumberland. In breadth, the range preserves nearly an uniform width of about ten miles. In altitude, the hills average from 800 to 1000 feet. The lowest point, after a careful survey, was found to be at the Folly Lake, six hundred feet above the sea. *This range can be avoided and passed by the Whitchaven and direct route, but must be surmounted and crossed over by the Halifax and Eastern line.*" (Route No. 2.)

John A. Poor, Esq., of Portland, Me., one of the greatest railroad men of the day, and the greatest public benefactor in works of enterprise in the United States, in his "Circular," with others like himself, previous to the Portland Great Railway Convention held there in 1850, and which he originated, speaks thus:—

"The plan of extending a line of railway through the State of Maine, and to some good harbor on the *eastern coast* of

Nova Scotia (*Whitehaven*), has long been regarded as a measure of the highest importance to the commercial interests of this continent and Europe.

"The Atlantic can be most readily crossed from the *eastern coast* of Nova Scotia to the *western coast* of Ireland, thence by railway to Dublin and by steam to Holly Head, whence the Menai Strait is crossed by the Britannia Tubular Bridge, and so to London or Liverpool, or any part of Great Britain or the continent of Europe."

At the Portland Railway Convention of 1850, delegates from most of the New England States and from all the Provinces, attended to discuss and forward the then and *still intended* "European and North American Railroad," and the following are extracts from the speeches of some of them on that memorable occasion.

Mr. Johnson, the delegate from Halifax, Nova Scotia, in referring to the Halifax line to the head of the Bay of Fundy, said : —

"The engineering difficulties by this (the Halifax route), to be overcome in many places, will be great, particularly in passing round the base of the Cobequid Mountains," &c.

D. E. Neal, Esq., of Salem, Mass., and President of the Eastern Railroad, in a letter to John A. Poor, Esq., of Portland, Me., then wrote, as follows : "The distance from Cape Canso, or Whitehaven to Galway, being *one third less* than from Liverpool to New York, *one third less weight of water*, fuel and provisions, would be required only, &c."

Lieut. Maury, Chief Astronomer of the National Observatory of the United States, in a letter to Mr. Poor, then also wrote, as follows, supporting the foregoing theory : —

"It is proposed to extend the railway from Portland to the

lower British Provinces, and through them to a point (Whitehaven) on the eastern coast of Nova Scotia. A line of steamers thence to Galway, in Ireland, * * * would narrow the Atlantic down almost to a ferry. The navigable distance from land to land, by this route, being but little over 2000 nautical miles. * * *

"The passage across the Atlantic can be performed, when the line of your Trunk road is pushed over into Nova Scotia, in a week; and this route will shorten *one third* the sailing distance between London and New York, and Boston and Paris, &c."

On the foregoing, SEE MAP PREFIXED.

John Appleton, Esq., at the Portland Railroad Convention, in his speech, then said: "The Atlantic ferry is now a fixed fact; and it only remains for us to use it to the best advantage, or, in other words, to make it *as short as possible*. This we propose to do by a railway to Cape Canso, or rather to Whitehaven," &c.

Mr. Kerr, one of the Nova Scotia delegates, then also remarked in his speech:—

"A railway from Whitehaven, in Nova Scotia, to Boston, would carry passengers, with a profit, for £10. The proposed line *obviates the most difficult and dangerous points of navigation from Europe to the United States*. It is the shortest and most direct route, and it is the quickest," &c., &c.

The line of rail from Whitehaven to the head of the Bay of Fundy, together with avoiding all engineering difficulties in the way, would pass through the rich gold mining districts of Guysboro' County, through the fine agricultural County of Sydney, or Antigonish, through the coal-fields of Pictou, a part of Colchester County, and through the splendid County of

Cumberland; and all along the line building materials are cheap and easily obtained, being numerous and abundant everywhere and on the spot. The best of lands might be cheaply purchased along the line, and thereto emigration would flow and flourish.

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WHITEHAVEN HARBOR AND ITS ADVANTAGES.

WHITEHAVEN is *seven miles long* from its entrance to its head, and in width is from a mile to one half a mile, and so on, down to a quarter of a mile to its head. It is well fortified, a very Sebastopol by nature, with its noble headlands, east and west, and *between* these headlands, about one half a mile apart, there is a picturesque and beautiful island, called "*Three Top*," and to the east of that again is another island, with a lighthouse thereon, thus giving to the harbor four splendid passages for ships of the largest size. The depth of water throughout may vary from seven to eight, and on to twenty fathoms even to its very head; and by all experienced navigators, who ever visited it, has been always pronounced to be one of the finest steamship harbors upon the coast of America.

Its natural advantages are numerous and various, — it is the *centre of all the great fisheries* around the coast; and in that branch of trade presents the most desirable opening for men of business.

Its *granite resources* are inexhaustible, and in building operations would be most useful.

Its *water privileges*, too, are great indeed. The finest of rivers, in many places, may be found flowing into it.

Whinstone flags of a very large size abound there, and can be easily quarried out, and be made a profitable article of export to other places.

Indications of oil-springs are, in many places there, numerous and most encouraging.

And, lastly, Whitehaven being so bold upon the coast, and, therefore, favored with a gentle undulation forever naturally setting in there, can never freeze up; and even upon the sworn testimony of its oldest inhabitants, it has never been known to freeze up, even in the hardest winters.

Steamships coming from Europe, always make Cape Canso or Whitehaven, *first of all other places upon the coast*, and, therefore, (Halifax being 120 miles out of the way), with a line of steamers from England or Ireland to Whitehaven, and the *terminus* of the European and North American Railway being there to forward freight and passengers, all would be more than *half way* to the United States, or the Canadas, before a steamer from Whitehaven would have made the run to Halifax, spending in the trip, at least, ten hours, — a useless waste of time, — and which might and ought to be saved by the Whitehaven and direct route, as shown upon the best authority.

A *charter* is already granted by the legislature of Nova Scotia to run a *branch line* of railroad from Whitehaven into the Main Trunk Line from Halifax on its way to the head of the Bay of Fundy. But as Nova Scotia is rather a *slow coach* in these matters, it is here proposed to get up a company of the great capitalists of Great Britain and Ireland, and especially of Boston, New York, and Philadelphia, to take up this work; and while Halifax may go on with her own line to the head of the Bay of Fundy, they too can run an *independent* line from Whitehaven to the same point to connect with the New Brunswick section, which, westerly, is intended to meet the State of Maine line, and thus a continuous and unbroken railway communication may be had through Nova Scotia, New Brunswick, and all the United States, with even the Canadas included.

A line of steamships from either England or Ireland to touch

at Whitehaven, in connection with this proposed railway, in the transportation of freight and passengers *there* between Europe and America, would make it eventually one of the greatest places on the continent of America; because it would become, in this way, the landing place, and also the place of departure to and from America, from and to all parts of Europe; and the work itself would become one of the greatest and most paying enterprises of the age in which we live.

In conclusion, the whole affair is well worthy the serious attention of the great railroad minds and capitalists of the day, and to it their views are now solicited.

Much more might here be said in favor of Whitehaven and the work herein proposed; but what has been said, though brief, is full and comprehensive, and suggestive of the grandest views to men of experience and progressive minds.

For further information in connection with this business, application may be made to

G. W. BUSTEED,

21 COMMERCIAL STREET,

BOSTON, MASS.

Where charts, reports, and all particulars regarding the formation of the Company, are now ready for inspection. Gentlemen of London, Liverpool, New York, Philadelphia, Boston, Portland, Bangor, and St. John, N. B., are invited to join in this great enterprise.

Offices will be opened in all those cities, as the business progresses, to take up subscriptions to complete the line.

Gentlemen in all the above cities are invited to correspond on the subject as above.

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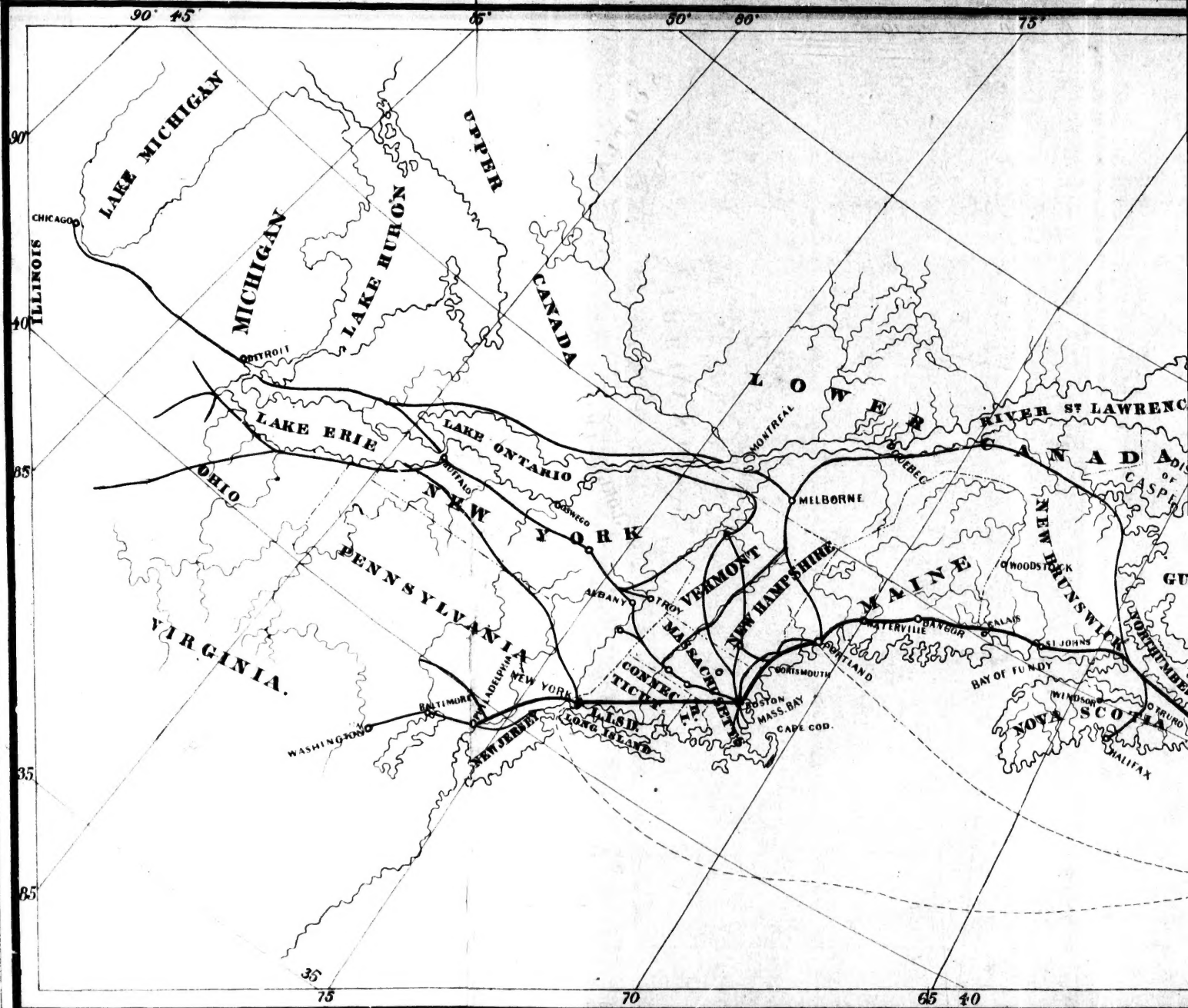
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RIVER ST LAWRENCE

LABRADOR

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WINDSOR

NOVA SCOTIA

HALIFAX

WHITE HAVEN

ST BRITON

LOUISBURG

GULF OF ST LAWRENCE

NEW FOUNDLAND

ATLANTIC

White Haven to Galway Bay 2000 Miles
Boston to Galway Bay 2600 Miles.

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MAP
SHOWING THE PLAN
FOR
SHORTENING
BETWEEN
NEW YORK & I
VIA WHITEHAVEN, NO

MAP
THE PLAN
FOR
SHORTENING THE TIME OF
PASSAGE
YORK & LONDON,
WHITEHAVEN, NOVA SCOTIA.

J.H. Buffords Lith.

Bay 2000 Miles.
Miles.

New York to Liverpool 3100 Miles.

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